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Hongkong, 11th May, 1904.

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Hongkong, 1st May, 1904. [a1153]

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Hongkong, 5th July, 1904. [a1154]

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AS CHEAP AS GAS!

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Hongkong, 10th June 1904. [a1154]

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Hongkong, 29th April, 1904. [a1155]

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Hongkong, 31st October, 1902. [a1156]

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Amoy, 3rd December, 1903. [a1157]

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Hongkong, 18th May, 1903. [a1158]

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Hongkong, 2nd July, 1904. [a1159]

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ity—and rude things have been said about the anti-breakfast faddists—there is a good deal that is convincing in this present article's development of the Gladstonian practice of hyper-mastication. It is found in that practice that "after thorough mastication all that is properly reduced and 'insalivated' is swallowed by an involuntary impulse, while all hard, stringy, indigestible substances which would cause trouble if passed into the stomach, are, by the reflex muscles, returned to the mouth for further chewing or actual rejection." This function is described by Dr. VAN SOMEREN as a "new reflex of deglutition." Defenders of the eat-heartily-and-fear-not method maintain that the stomach requires a solid nucleus to work on; but according to the physiologists, a large proportion of the matter we eat cannot be assimilated, and has to be reduced by bacterial and putrefactive processes—a fact which must arouse unhappy memories in the gourmands. "That fell disease which brought about such a dramatically sudden arrest of our King's coronation preparations," appendicitis, "would be a thing of the past" (says Mr. Cook) "if everybody would only swallow food that has been 'Fletcherised'." The last word was coined in America—notorious land of lightning lunches—where a Mr. HORACE FLETCHER has started a crusade with Mr. GLADSTONE's quoted dictum as a motto. This crusade was deemed of sufficient importance for treatment in the *Lancet*, where Dr. HARRY CAMPBELL, noting the wonderful results of Mr. FLETCHER's methods, had much to say of mastication as a lost art. This is what he calls the "age of pap"; and he attributes much illness, the decline in the physical beauty of the race, and the amazing multiplication of dentists, to the modern vice of bolting food. Appendicitis is more common, not because it was, as some cynics have suggested, made fashionable; but because (and Sir FREDERICK TEEVES stands sponsor for this) meals are so much hurried over. It is not only the business man who takes his meal all-standing who is guilty; so are many good people who sit an hour and a half at table. The secret of their trouble is too much table-talk. They have to bolt what they can between epigrams or worse. Growing children require generous feeding; older folk only think they do. There seems little doubt, however, that the gentle discipline of chewing would benefit everybody. We may, it seems, go to the cow, not only for our food, but for the proper way to eat it.

General Ma is building forts along the Chinese frontier.

A great many Chinese officials at Peking have resigned recently.

Mrs. Bugny, of Shanghai, succumbed to typhoid on July 25th, in the hospital at Shanghai.

The ss. *Ikbal*, with 1,971 coolies, arrived at Durban on the 26th July, after a fair passage. Coolies are reported all well.

The Shanghai *Mercury* mentions that the British destroyer *Janus* buckled her bow by running on to rocks near Weihaiwei, in a fog.

Punch has had another "happy thought." It pictures the Russian bear standing uneasily on an iceberg that is being melted by the "Rising Sun" of Japan.

Gossip declares that the Tsar is between two domestic fires: the Tsarina suing for peace at any price, and his Imperial mother advising the most vigorous prosecution of the war.

Weihaiwei caterers are indignant because a Shanghai paper spoke of the "ruinous rates" charged against holiday-makers up there. The average rate is \$6 or \$7 per day, with the usual reduction by month.

Government Notification No. 523 announces that "Black's Link," the road running along the north shoulder of Mount Cameron, and south of Mount Nicholson, from Wanchi Gap to Wongneichong Gap, is now a public road.

Mr. C. F. Goodhart, going to Europe on furlough, was the recipient of a specially kind letter from Vice-Admiral Noel, the Commander-in-Chief of the China Station. The Admiral most heartily thanked Mr. Goodhart in the name of the British fleet in China for the splendid result of his labours in China for the good of the British bluejackets, culminating in the Naval Hall at Ichang, at present the finest on the China Station.

The *Peking & Tientsin Times* understands that in the course of the autumn Captain A. R. Douglas, R.A., will succeed Major Woods as Ordnance Officer in Tientsin. Captain Douglas is one of the finest "bats" in the British Army, and played for Surrey in its palmiest days. He is the eldest son of Sir Robert K. Douglas, the keeper of the Oriental M.S.S. in the British Museum, who figures so constantly as an authority in "Things Chinese" and is the brother of the two Douglases who played so brilliantly for Middlesex during the public school holidays.

The Portuguese community at Macao on Sunday observed the *Carta Constitucional* anniversary. A salute was fired from the fort at noon, and the Governor's palace and public buildings were illuminated at night. The Band played in the Garden of San Francisco on the Praia Grande from 8.30 to 10.30 p.m., a large number of people being present, including a considerable sprinkling of Hongkong residents.

Mr. W. R. McCallum, who took over charge of the interests of the Hongkong and Shanghai Bank from Mr. Rickett in April last, left per a.s. *Hatching* for Hongkong on Friday morning. He was most popular, says the *Foochow Daily Echo*, and leaves many who will regret his short residence here. Mr. McCallum is to be made to Miss Hunter in Hongkong on 2nd August, and we are sure that the best wishes of all the community are with them both for a happy and prosperous marriage. He is succeeded here by Mr. J. McArthur, who arrived from Amoy by a.s. *Hatching* with Mr. W. Knight, who takes charge of the E. E. & C. Telegraph Co. and receives a very hearty welcome as "old resident" in this port.

Public attention has centred upon the marksmanship of the belligerent ships in the Far East, but the poor gunnery of our own men-of-war in those waters has escaped notice, though it is a more important matter to us. Compared with last year's return the ships of the China Fleet are making very indifferent practice in fire firing. Last year the battle ship *Ocean*, although she had only been in commission a few weeks, did infinitely better than she has this year. Her average for all guns was higher, and it is the average of all pieces rather than the excellence of an individual gun that would tell in action. While the *Ocean* did but indifferently, the battleship *Centurion*'s figures are so bad as to support the statements made about their incorrect sighting. The 10-inch guns—her principal weapons—only hit the target three times out of thirty-two attempts. Out of ninety-eight rounds fired from the 6-inch guns sixty-nine were misses; and this in a ship that has but lately had a thorough refit and is supposed to have had her guns brought up to date! This performance is so bad as to call for prompt and searching inquiry into the cause of it. It is common knowledge that the gun-sights of our Fleet are generally unsatisfactory. How much longer, asks *Pall Mall*, are we going to be content to permit them to remain in that condition?

POLICE COURT.

Monday, 1st August.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

LARCENY.

A soldier from Mount Austin Barracks charged the canteen bar-boy (the temperance bar) with larceny of a sovereign. The soldier gave the gold coin over the counter in payment for refreshments and the bar-boy gave him change for 20 cents. Defendant assumed complainant that he had only given him a 20-cent piece, but a search resulted in the sovereign being found at the bottom of a wash-up bucket.

The man was sentenced to six weeks' imprisonment and three hours' stocks.

THE CONFIDENCE TRICK.

A man was charged on three counts with obtaining money by means of the "confidence trick." He was in the habit of accosting people and showing them a roll of paper covered with one note—arol, of course, which he had "found." One of his dupes offered to change the roll of supposed notes for a commission, and he gave defendant two diamond rings as security that he would not run away. When the fellow's back was turned the sharper disappeared.

Defendant pleaded "guilty" and asked Mr. Kemp to deal with the case "summarily." He was sentenced to one year's imprisonment and six hours' stocks.

A REVOLVER.

Mr. Weismann was charged with keeping a revolver in his possession without permission from the police. Defendant said a customer had left it at his café; he, personally, never kept a revolver in his life.

The revolver was confiscated.

LAST NIGHT'S BOXING.

Last night's boxing exhibition at the City Hall attracted a very fair house. Mr. Ross gave ample satisfaction as referee.

Kynoch v. Blandford proved rather a poor display. The former was adjudged winner after the eight rounds had been fought out.

Spike Emerton (H.M.S. *Eclipse*) the champion featherweight of the China Station, v. H. Samuels of Australia, was a pretty punching match. Emerton displayed remarkable agility in evading the clean shoulder blows of Samuels, also a good boxer, and at times excited the audience to forbidden applause. In the third round Emerton knocked out his opponent with a right hand on the jaw and a left on the body simultaneously.

Denyer v. Dola, ten rounds, was an event characterised by hard hitting about the head, and little skill. It was a draw.

Baker v. Smith—both Artillery men—looked more like butchers than anything else. Baker, to begin with, went into the ring with his face all bruised—"closed for alteration and repairs," as it were. He proved no match for Smith. The referee stopped the fight after three rounds. A win for Smith.

Tarrant v. Thomas, four rounds, was rather "weak," and was drawn.

J. Christie, of Hongkong, v. Ted Smith, of H.M.S. *Eclipse*, a 20-round contest, finished up the evening. Christie knocked his man out in the 15th round. Mr. "Billy" Watson referred, this event with ability. It was a very fierce contest.

Spike Emerton challenges all featherweights.

THE WAR.

[REUTER'S SERVICE.]

RUMOUR BY DEDUCTION.

LONDON, 29th July.

Reuter's correspondent at Weihaiwei wires no news from Port Arthur, but says that the return of the fleet (British) is regarded as an indication that it has fallen.

WAR ITEMS.

THE KNIGHT COMMANDER.

The Lascars crew of the *Knights Commander* was taken to Yokohama by the C.N.S. *Taiwan* on July 25th. The foreigners were retained as prisoners by the Russians. The *Taiwan*'s captain saw two Japanese sailing vessels sunk off Izu on the 24th ult. The P. & A. chartered German steamer *Archie*, with 30,000 barrels of flour, is supposed to have been taken to Vladivostock.

THE JAPANESE SOLDIER.

The special correspondent of the *Daily Graphic* in the course of a letter to his journal on the Yalu fight says:—The policy of secrecy pursued by the Japanese authorities does not permit of numbers being given to the world. The strength of divisions, brigades, battalions is never disclosed. The actual number of men under General Kuroki's command cannot, therefore, be obtained, and, on a wide front, under all the conditions of modern warfare, it is impossible to estimate it. Therefore I can only indulge in generalities; but I should say that a moderate estimate of the fighting strength of this wonderful army is 50,000 men. I never saw such soldiers. They are independent, intelligent, self-reliant. They are warriors born and bred. They can do everything for themselves, and do it willingly. They "carry on" all the day and half the night, and do it "at the run." I am lost in astonishment at and admiration of them. The civilian Japanese does not appeal to me. In fact I have no love for him. But the soldier is the cheeriest, hardest fighting, longest marching, all the time at it "bon dable" I have ever seen. He is the handiest man I have ever come across. He can rig up some sort of device to meet any emergency. His boots give out; he can make a pair of serviceable sandals in ten minutes from the grass and cane stalks all around. He is hungry; he can find the whereabouts to satisfy himself in dozens of unlocked places. He camps where he halts, and is comfortable before you can say "Knife." One of the most noticeable things about the army is the absence of unnecessary noise. I have not heard a bugle or band, drum, whistle, or fife since I got to the front. No sonorous shouts of officers, sub-officers, and non-coms, echo down the ranks and squadrons. All is done quietly. Quietness and secrecy mark every movement, action, deed, or thought. This is as it should be.

HEROISM OF BOSSU TROOPS.

The *Ruekyo Slope* published last month the following telegram from Liayang:—

"When the Japanese, after having turned our right flank at Telissu, pressed upon the weary Russian troops who were falling back, General Samsonoff, the commander of the rearguard, ordered a battalion of the Tobolsk regiment to advance for the purpose of checking the Japanese pursuit. Another battalion of the regiment also advanced, and the remaining battalions were hurried up by train. As soon as the train reached the scene of the fighting the troops rushed from the carriages and hurried into the firing line with all speed. The enemy's turning movement was thus arrested. We had to lament the death of Lieutenant Abohalavaz, the hero of this fight. The behaviour of the doctors and ambulance attendants, who remained the whole time under fire, was no less admirable than that of the soldiers. On the left wing our men, without waiting for instructions, had already driven the enemy from their trenches, when the order came to retire. They obeyed most unwillingly. The Japanese, advancing immediately, seized our trenches and began to shell our retreating men with machine guns.

"The hardships of the retreat were terrible. Our men had to spend several nights in the open, lying on the bare ground, which heavy rains had rendered sodden. Many of them had no overcoats, having abandoned them in the trenches. Nevertheless, worn-out and famished as they were after two days of hard fighting, these heroes retired in good order. Not a murmur passed their lips. Their only grievance was that our inferiority in artillery had made the day go against them. Many men who were wounded in the first day's fighting not only refused to leave the ranks, but would not go to the ambulance station to have their wounds dressed. 'The doctors,' they said, 'have enough to do without us.'

"General Samsonoff, a cool and intrepid leader, qualities which have won him the affection of the soldiers, commanded the cavalry and the rearguard.

"The Japanese artillery have the advantage over us in the quickness with which they find the range. Since their war with China the Japanese have made a minute study of this country. They have measured all the distances and know every fold of the ground, and hence can be certain of their aim from the beginning of a fight. All the positions have been divided by them into squares, so that they can shell the exact section where the enemy are located. Their batteries are so skilfully masked that they cannot be detected; and, in fact, in the battle of the 15th of June the position of three of their batteries could not be ascertained. They send picked marksmen to occupy heights which

appear to be inaccessible. These men are followed by others who scramble down the mountain side and appear where they are least expected. No stage of the fight is missed by them, for their batteries are connected by telephone and wireless telegraphy."

IS KUROKI FRENCH?

Several French soldiers, survivors of the Chinese expedition of 1856, are responsible for the statement that Gen. Kuroki, the redoubtable Japanese Commander in Manchuria, is in reality half French. His name, they say, is properly spelled *Carique*. According to the story of these soldiers, a French officer, Capt. *Carique*, while serving in China in 1856, married a Japanese girl. A son was born to them, who was given the Japanese name *Kuroki*, corresponding to the French *Carique*. This son was Gen. Kuroki. Capt. *Carique* died last year in France. Until the last, according to the story, which is taken from the *New York Tribune*, he corresponded with the son, who has since become famous. [This is a typical flight of American imagination. There is, of course, no foundation for the charming little romance.]

KING EDWARD'S VISIT TO KIEL.

SPEECHES BY THE KAISER AND THE KING.

At the brilliant banquet given in honour of King Edward's visit to Kiel the Kaiser proposed King Edward's health in the following terms:—

It is a great satisfaction to me to offer your Royal and Imperial Majesty a welcome, for the first time on board a German warship. Choosing your way by the sea, your Majesty has come to German shores as the ruler of a great Empire, encompassing the world through the sea, and most kindly willing to take part in the German yachting arrangements. Your Majesty has been greeted by the thunder of the guns of the German Fleet, which is glad to see its honorary Admiral. It is the youngest creation among the fleets of the world, and an expression of the reviving sea activity of the German Empire, regenerated by the great Emperor of undying memory. Intended for the protection of its trade and of its territory, it also serves, like the German Army, the maintenance of the peace, which the German Empire has kept for over thirty years, and which Europe has preserved with it. It is known to everyone, by your Majesty's words and influence, that your Majesty's whole endeavours are directed to this very end—the preservation of peace. As I, too, have ever devoted all my might to attain this end, may God lend success to our efforts. In the unfolding remembrance of the memorable hour spent together at Osborne, at the deathbed of the great Monarch of the world—Emperor of India, I drink to the health of His Majesty the King of Great Britain and Ireland and Emperor of India.

THE KING'S REPLY.

King Edward, speaking in German, replied as follows:

In offering you Imperial and Royal Majesty my most sincere thanks for the exceedingly kind words in which your Majesty has drunk to my health, I esteem myself happy already to have an opportunity of being able to give expression to my feeling of the deepest gratitude for the brilliant reception which your Majesty has prepared for me here. I am especially glad that it was possible for me to pay your Majesty a visit at a time of the year when I am usually most occupied with engagements at home. But the part which I have for many years taken in yachting exercises too great an attraction for me not to take the opportunity of convincing myself of your Majesty's success in gaining over so many devotees to this form of sport here in Germany too. With this was coupled the wish, if possible, to knit still more closely, by renewed personal intercourse, the intimate relations of kinship which have for so long a time connected our Houses. Your Majesty's appreciative reference to my unremitting endeavours for the maintenance of peace has deeply touched me, and I am happy in the certainty that your Majesty has the same object in view. May our two flags float side by side to the most remote ages, even as to-day, for the maintenance of peace and the welfare, not only of our own countries, but also of all other nations. I am proud to belong to your Majesty's fleet as honorary Admiral, even as my own fleet esteems it a high honour that your Majesty wears the British naval uniform given to your Majesty by my never-to-be-forgotten mother whose memory is equally sacred to us both. I raise my glass to drink to the health of your Majesties. Long live His Majesty the German Emperor, King of Prussia, and His Majesty the Emperor and Queen. Hurrah! Hurrah! Hurrah!

The Emperor's toast was accompanied by a salute from the warships, and the British and German National Anthems respectively were played at the conclusion of each toast.

TYPHOON WARNING.

General Bragg, the U.S. Consul-General, communicated to us yesterday the following warning issued on 30th July at 4 o'clock p.m. from the Manila Observatory:—The depression passed south of Luzon. It is in the China Sea S.W. of Manila.

LATEST STEAMER MOVEMENTS.

The P.M. steamer *Koro*, with mails, &c., left Yokohama for this port via Kobe, &c., on the 31st July, and is due here on the 11th Aug.

The P.M. steamer *Mongolia*, with mails, &c., left San Francisco for this port via Honolulu, &c., on the 29th July.

The C.P.R. steamer *Athenian* left Yokohama on Saturday, the 30th July p.m., for Victoria and Vancouver.

The I.G.M. steamer *Prinz Regent Luitpold* left Shanghai for Foochow and here, on Saturday, at 11 p.m., may be expected here on or about Wednesday, at 8 p.m. The steamer will be despatched on Thursday, 4th inst., at 9 a.m.

REVIEWS.

Physical Training for Children, by Japanese Methods. By H. IRVING HANCOCK. New York and London: G. P. Putnam's Sons.

This book cannot faithfully be described as what it purports to be. If dancing cannot be learned from

overestimate what he has done for the Chinese in Hongkong." Other Hongkong worthies referred to are H.E. Wu Ting-fang, and Messrs. Wei Yuk and Wei On, "both men of great public spirit and doing much for the welfare of their fellow countrymen in the Colony." The musical article is thoroughly American, and will startle some musicians. An article on the aborigines of Hainan has novel interest. We regretted to notice in this number a good many typographical errors.

The Commission of H.M.S. Glory, flagship of Commander-in-Chief, China Station 1904. By A. R. BUTTERWORTH. London: Westminster Press, Harrow Road, W.

This volume forms one of a series called the "Log" series issued from the above publishing house. The two objects of the series are defined as being to give to each man in the Navy, as far as possible, a complete account of his life in the service, and also to bring before that vast majority who know so little about the Navy the true life of the British Sailor. We can hardly say of the volume before us that it is likely to be read largely by the class of people who know little or nothing of the true life of the British sailor, but it is a book which will doubtless be purchased by every man on the ship during the Commission it describes, and many a reader in this Colony and the Treaty ports of China will doubtless find much to interest them in the record, which runs to 152 pages.

A DEAF AND BLIND B.A.

On Commencement Day at Radcliffe College (says Mr. J. A. Macy, writing in the current number of the *Woman at Home*) Miss Helen Keller received with the class of Nineteen-Four the degree of Bachelor of Arts. When it was announced four years ago that a girl who had been deaf and blind since the age of nineteen months had passed the entrance examinations to the highest American college for women, the world was amazed, and half the world disbelieved. The beginning was incredible. The end still more incredible, will have been achieved by the time this paper is printed.

To Miss Keller's ears the poetry of our race has never come in audible rhythms; yet she has read Shakespeare, Milton, Wordsworth, Keats and Shelley, Browning and Tennyson, Goethe and Hugo. Lacking two senses, she has studied, with such intelligence as has been commanded by her instructors, those problems of the relation between the senses and the mind which we call philosophy. She has learned the first principles of government and economics. In Latin she has pursued her path through works by Terence, Plautus, Horace, Tacitus, Cicero, Catullus and Lucretius. She has won her degree in regular course with no special concession on account of the difficulties in her case. Moreover she receives her degree "cum laude" ("with praise"). This means that in every course she has done creditable work, and in the majority of courses has received a grade of distinction. As an additional "decoration," her diploma will bear the words (in Latin): "Not only approved in the whole academic course, but excellent in English Letters."

Miss Keller's work in college is rated by academic standards as seventeen and a half courses, the number required of a candidate for the degree of Bachelor of Arts. A course consists of three lectures or recitations a week for one school year. The formal records of the college credit Miss Keller with two courses in French, one in German, two in English composition, a half-course in Milton; three courses in Latin, one in government, one in economics, one in the history of Medieval Europe, two in Shakespeare, one in Elizabethan literature, one in the English Bible, one in English literature of the nineteenth century, and one in the history of philosophy. Of the courses offered by the college some are impossible for my blind person, still others are impossible for her who is deaf and blind. Miss Keller's work includes no independent research, no fine arts, music, drawing, chemistry, botany, zoology, geology, astronomy, physics, or any other subject which involves the use of instruments and physical specimens. No mathematics appear in her curriculum, although Miss Keller passed the admission requirements in algebra and geometry, and might, if she liked, go far into pure mathematics. Literature, history, and philosophy she can pursue to still distant goals.

The work of the normal student consists in listening to discourse and in reading books. He takes in at his ears the stream of information that comes forth from the lips of the instructors, while his hand is busily inscribing in a notebook the main points of the lecture. This stream of information came to the deaf-blind student through her fingers, into which Miss Sullivan, her instructor, spelt the words almost as fast as they were spoken. But there was no means of taking notes. After the lectures for the day, Miss Keller made notes from memory on her Braille machine. In its way this was excellent training. But it consumed much time, and often delayed the preparation for the next day far into the evening. The work of preparation out of class was long and hard. Few books of use to a student are printed in the raised Braille characters which the blind read. Many were specially made for Miss Keller, but by no means all. In her last year almost every book she needed was written for her in Braille. The work was done by blind people and others all over the world, and paid for by friends. Compared, however, with the equipment of books in inkprint, accessible to the student who sees or who can hear others read aloud, Miss Keller's library was very slender.

HAMBURG LETTER.

June 30th.
EDWARD VII. AT HAMBURG.

I put off writing this week until to-day in order to be able to give an account of King Edward's visit to Hamburg on the 28th inst. His Majesty arrived from Kiel by train at 11.35 a.m., and was received on the platform on leaving his carriage by the Burgomaster and other civic and military dignitaries and by our Consul-General, Sir William Ward, and the two Vice-Consuls. About a hundred members of the British colony had also assembled to give their sovereign a hearty welcome, but unfortunately they did not stand together in a body, having got mixed up with passengers alighting from two trains which had come in just before the Royal one, and with other interlopers who had had some means or other obtained admission. It is to be hoped, however, that the King will have discovered the presence of his loyal subjects by the enthusiastic ring of their *hip-hip-hurrah* when joining in the general cheering. Dressed in naval uniform he looked remarkably well, and nobody who saw him would have suspected, if he had not known, that barely two years ago he was at death's door. He wore his usual genial smile, which cannot fail to have charmed the crowd in and outside the building, as he descended the stairs and leaving the station passed along the front of the guard of honour, a company of the 31st Foot, drawn up there to receive him. The King, conducted by Burgomaster Dr. Hachmann, then entered one of the senatorial carriages that had been held in readiness, and, preceded and followed by a troop of the Wandsbecker Hussars, drove off to the harbour, his wife and the other gentlemen following as their carriages came up. The harbour presented a gay sight, tastefully decorated landing-stage, the ships covered with bunting, numerous flags on shore fluttering in the breeze, and the crowd cheering lustily. Unfortunately the clerk of the weather office is no respecter of persons; squalls and showers of rain at intervals made the sail on the river less pleasant than it might have been. Still, as King Edward steamed through the extensive lines of docks he could not fail to have been impressed by the sight of what has been accomplished in little more than a quarter of a century. It was not till after the Franco-German war that the work was commenced; with utter disregard for what already existed, whole streets bordering the river were pulled down, the Elbe islands were incorporated in the scheme; and starting thus "tabula rasa," the docks, with their wharves and sheds and long rows of warehouses and offices, were constructed on a uniform plan which has been strictly adhered to in all extensions rendered necessary by the steadily-growing traffic of the port. This gives an air of grandeur and symmetry to the harbour which many of the older ones lack, where one dock has been added to another as occasion demanded, in a more or less unsystematic manner without a general plan laid down from the beginning.

COMMERCIAL RELATIONS.

His Majesty, on his return from the river was conducted to the Exchange, where the Committee of the Chamber of Commerce met him in the gallery overlooking the body of the hall, which was densely thronged with merchants and their clerks. The Chairman of the Chamber addressed a few words to the King, and then called for three cheers from the crowd, which were given with a right good will. After expressing his acknowledgment of the hearty welcome accorded him, in a few German sentences, he retired, repairing to the Town Hall, where a sumptuous luncheon was served, to which some fifty guests sat down. Burgomaster Dr. Hachmann, in rising to propose His Majesty's health, begged leave to thank him, in his own name and that of the town, for his gracious acceptance of their invitation, the first British sovereign that they had ever had the honour to entertain. Then, continuing, he dwelt on the close commercial relations which for centuries had existed between Hamburg and Great Britain and her colonies, and expressed a hope that the visit of the King that day would conduce to their further development and to the growth of feelings of friendship and sympathy between the two nations. His Majesty in returning thanks fully concurred in the sentiments enunciated by His Excellencies the Burgomaster, and then stepped out upon the balcony overlooking the "Rathausmarkt," where a large crowd had been awaiting his appearance and now greeted him with loud cheers.

A drive round the Alster concluded the programme, the King returning to Kiel shortly after four o'clock.

THE WHY OF IT.

If there be any truth in the following story it would appear that the idea of the King's visit originated with the Kaiser, who, when here for the races on the Sunday before, inquired of one of the Burgomasters at luncheon at the Prussian ambassador's whether they had thought of asking King Edward. On receiving a reply in the negative he suggested that an invitation be sent off at once by wire. This was done, and the King signified his acceptance of the hospitality offered the same afternoon. Be this as it may, the local Press has been unanimous in giving His Majesty a hearty welcome, the *Echo*, a Socialist paper, being the only one to ignore his presence in Hamburg. The *Hamburger Correspondent*, principally read by the Upper Ten, and supposed to receive its inspiration from Berlin, says in a leader on 27th ult.: "We, together with the majority of the German papers, regard King Edward's visit as a fresh guarantee of peace. The Kaiser has emphasized this in his speech on the arrival of the King in Kiel, and the latter in his reply has further confirmed it by expressing his wish that: 'Our flags may ever float side by side for the maintenance of peace and the welfare, not only of our two countries, but of all nations.' May

these Royal words bridge over all periods of temporary estrangement; for not only our sovereigns, but the people as well, are connected by ties of blood."

The next day the following passage appears:

"The news that the King had accepted the invitation has caused general satisfaction, particularly in commercial and shipping circles, who look upon it as a proof of His Majesty's recognition of their successful efforts to raise Germany to a foremost position in the trading world. Coming from the ruler of the greatest commercial nation that ever existed, it is felt to be all the more valuable. King Edward from the beginning has proclaimed his mission to be that of a Prince of Peace, and as such he knows that it not only behoves him to smooth over all international bickerings, but also to advance by all means in his power the pursuits and arts of peace. With the eye of an expert he will examine all we have done and are doing towards the same end, and we have no doubt he will be confirmed in his desire to see the two kindred nations advance side by side in the ways of peace."

The commercial paper, the *Börsenblatt*, welcomes the King as a Prince of Peace and the friend and protector of Anglo-German business relations. It considers it a high honour that the King by his visit should give, in a measure, a personal pledge that the common efforts, which have for centuries bound together the Anglo-Saxon races, and have raised them to the high position they occupy in the world, shall go on. The development of the trade and industries of Germany has been very rapid; we have distanced all other nations and have become worthy rivals of Great Britain, who still retains, however, the command of the sea. Peace and goodwill amongst nations are indispensable factors in a healthy struggle for existence, and as the bringer of both we welcome to the city and to the exchange of Hamburg King Edward, the illustrious guest of our Senate.

The *Hamburger Nachrichten*, the organ of the late Prince Bismarck after his retirement from office, and would-be perpetrator of his political ideas and principles, gives expression to very much the same sentiments. They profess to receive the King as the guest of the town of Hamburg, not only with the reverence due to the Monarch of England, but also with a hearty acknowledgment of the distinction conferred upon the city by the Royal visit. It is a proof that King Edward fully recognises the importance of Hamburg as the leading commercial port, not only of Germany, but of the whole Continent, and desires to show that he does so; and this from the sovereign of Great Britain, from whom for centuries our merchants and shipowners have received inspiration and instruction, is all the more gratifying. For hundred of years the trade between Hamburg and England has been more active than between any other two countries; no city on the Continent is so imbued with English sympathies and ideas, and nowhere has the irritation displayed by the English against us, as their most successful rivals in trade, been more sincerely regretted.

The King, than whom no one is more competent to judge, will perceive the enormous strides we have made in every direction, and that numerous industries are thriving alongside of shipping commerce. But he will not fail to understand at the same time, that the keenness of competition between nations works beneficially for all concerned, and we hope that the reception he is about to receive will take the edge of the bitter feelings the English may still entertain against us, and, convince them that, as far at least as trade is concerned, our interests are identical with their own.

The *Freudenblatt*, the paper of the Liberal party, speaks much in the same strain:

"King Edward, who is the first British sovereign that has ever visited our town, may rest assured that the hearty welcome he will meet with is not due to the impulse of the moment, but is evoked by the consciousness of a community of interests; nowhere is it so well understood that where there is honest competition there must be many interests in common. The growth of the productive powers of both nations demands the opening up of new markets, where to import such commodities as they themselves do not produce; to both the maintenance of peace is of paramount necessity. We welcome King Edward's visit as a pledge that, by recognising this 'international solidarity,' as the Kaiser termed it last week, will on his return to his own country exert the great influence he possesses over his people to establish firmly the idea of this solidarity of the two nations."

THE NAVY AND CLASSICAL EDUCATION.

Admiral Bridge signs a contribution in the *Monthly Review*, from which the following extract is made:

In a discussion of the merits of classical study as part of our English system of education, the Navy ought not to be left out of sight; and also that the practical value of a knowledge of classical subjects to many naval officers is great enough to justify its inclusion in our scheme of officers' training. We have got beyond the time in which it used to be necessary to begin a dissertation on anything relating to the sea-service with a demonstration of the importance of the Navy to the Empire and of the desirability of inducing the public to interest itself in naval matters. It is now all but universally recognised—all but universally because a passive-defence enthusiast sometimes raises his voice—that the essential condition of our national security is the maintenance of a strong and efficient fleet. The true position of the Navy in the defensive arrangements of the British Empire has come to be a commonplace of everyday journalism and even of drawing-room conversation. Hardly anyone now ven-

tages to parade his ignorance of the A B C of national defence by ignoring or undervaluing the naval factor in it; and discussions of our system of naval education may be profitably carried on outside purely professional circles.

The introduction of the new or Osborne system was heralded by an attack on what in the Navy we call "a-chasing," and by a vigorous demand that time should be taken from that pursuit and devoted to the study of "practical" science. Having attended last month's (May, 1904) meeting of the Classical Association at Oxford, I came away impressed by the absence of all desire on the part of the members professionally engaged in teaching classics to exclude from our schools or to undervalue what are called scientific subjects. I was also impressed by their desire—unanimous as far as I could see—to include those subjects in our scheme of education. Whatever arrangement is come to, it must be a compromise, and a compromise in the best sense. The spirit displayed at Oxford ought to prevail with those who devise schemes of naval education, whatever may be the subjects to be included in it. The above-mentioned reaction against the undue predominance of "a-chasing" is a proof of this.

What is it that we require a system of training naval officers to produce? Obviously, we require it to produce men suited for high commands. Any system which fails to do this is beyond all question defective. We cannot appeal to the results of our present system, because it has not been long enough in existence to enable us to see its ultimate effects.

We must come to the conclusion that, however good within its present limited range, our naval education system is still imperfect; indeed, that without expansion it cannot produce the result which is most desired.

A mere knowledge of the two languages (Latin and Greek) or even of one of them, is of practical value to naval officers. At the Oxford meeting I had an opportunity of adding from my own experience an instance in which a sea-going naval officer's knowledge of Latin prevented the risk of a grave international complication. Of course one swallow does not make a summer, and a single instance, though it may prove much, does not prove everything; but we may challenge the production of an instance showing anything like equivalent value of the result of any of the specialised branches of training. The vocabulary of Latin naturally resembles that of the derived, or daughter languages—the French, the Spanish, and the Italian. These are the modern foreign languages of most use to English naval officers, to whom German is quite useless. A moderate amount of early instruction in Latin greatly facilitates the acquisition of any one of the above-named modern tongues. Officers who attend the classes of strategy and tactics at Greenwich would not have their studies lessened if they knew something of the language from which the names of the two subjects are derived.

I respectfully maintain that the study of classical history will be found of inestimable value by officers appointed to command our fleets, especially fleets in distant waters, where, even in peace time, contact and communication with foreign and strange nations are frequent. It will be remembered that Mahan makes effective use of the record of the Second Punic War as illustrative of the influence of sea-power upon history. Illustrations as effective may be taken from the records of more remote periods. The earliest wars of which we have detailed accounts tell the same story as that now in progress in the Far East. Why did Xerxes' Persians, when advancing to the invasion of Attica, instead of the easier passage by sea from Asia Minor, make a long land march through Thrace, Macedonia, and Thessaly? The answer is, For the same reason that *Kuropatkin* has to look for reinforcements and supplies to the single line of the Trans-Siberian railway. The Russians, like the Persians, as was indicated in the case of the latter at Artemisium and proved to demonstration at Salamis, had not secured the command of the sea. Why did the huge Persian monarchy fail in the struggle with the much smaller Hellenic States? Surely we can see the cause in the contest raging at this moment, the course of which a knowledge of history would have enabled us to predict. It may be said that modern history is full of examples of great use to the student of naval strategy. This may be granted at once; but in modern history we have at best an unfinished picture. In the history of ancient Greece and Rome we have a complete record. Who can say if after Port Arthur Russia is to see another Sinope or another Tchesme? We are all now alive to the significance of naval efficiency. The very term "sea-power," which Mahan has made as familiar in our mouths as a household word, was used by an historian who wrote more than four-hundred years before the Christian era. It is not necessary to make classical study compulsory in the Navy. All that is wanted is to introduce and extend it, to hold it up as voluntary work; that is, to those who would be most likely to turn it to good account. It is worth the while of people who are old enough to have caught the unreasoning mania of five-and-twenty years ago for what Professor G. Ramsay calls "fancile and shoddy" history to look around them and see what is being done in other countries. The example of Germany is being perpetually forced upon our attention. Well, Germany seems to be more devoted to classical study than any country in the world. The Americans are justly regarded as an up-to-date people; and amongst them classical education has extended within the last few years at a rate of which there is no previous example. The latter is a highly impressive fact! a fact of which we should do well to take serious note.

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Hongkong, 16th July, 1904.

Officers with the culture most likely to fit them at a mature age for the exercise of high command, must be kept in view.

Naval specialisation is almost exclusively devoted to instruction in the handling of material. It is largely occupied in ensuring familiarity with the use of machines—i.e., with things that are always worked for the same purpose in the same way. General reliance on machinery produces in all classes a lack of reliance on self; and it is a matter of common observation that it checks readiness of resource. Amongst the qualities most needed in a naval commander are intellectual alertness and flexibility of mind. Specialisation of training chiefly, if not exclusively, composed of the examination or manipulation of machinery—whether it be that which moves a gun, operates a torpedo, or propels a ship—is not favourable to the development of the alertness or the flexibility.

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CYPRIAN A. G. BRIDGE.

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NOTICE IS HEREBY GIVEN that WILLIAM EDWARD PEARSON, of Savoy Mansions, London, England, Manufacturer, has on the 21st day of July, 1904, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

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in the name of WILLIAM EDWARD PEARSON, who claims to be the Sole Proprietor thereof.

The Trade Mark has been used by the applicant since 1898 in respect of Antiseptic Disinfectants including disinfecting soaps and fluids and in respect of the Comet since 1887, inclusive in Class 2.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the under-signed.

Dated the 29th day of July, 1904.

MATTHEW J. D. STEPHENS, Solicitor and Agent on behalf of the Applicant,

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Hongkong, 1st August, 1904. [1889]

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THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction,

TO-DAY (TUESDAY),

the 2nd AUGUST, 1904, at 11.30 A.M., at THE CENTRAL POLICE STATION,

SUNDAY GOLD and SILVER JEWELLERY.

TERMS.—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 30th July, 1904. [1864]

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER, to Sell by Public Auction,

on

THURSDAY,

the 4th AUGUST, 1904, at 11.30 A.M., at No. 9, PEDDER'S HILL,

SUNDAY HOUSEHOLD FURNITURE, comprising—

DOUBLE and SINGLE IRON BEDSTEADS with WIRE and RATTAN MATTRESSES, TEAKWOOD OVERMANTEL WARDROBES, MARBLE-TOP TABLES and WASHSTANDS, VIENNA CHAIRS, CARPETS and RUGS, COOKING STOVES and UTENSILS, &c., &c.

TERMS.—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 30th July, 1904. [1865]

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER, to Sell by Public Auction,

on

THURSDAY,

the 4th AUGUST, 1904, at 11.30 A.M., at No. 9, PEDDER'S HILL,

SUNDAY HOUSEHOLD FURNITURE, comprising—

DOUBLE and SINGLE IRON BEDSTEADS with WIRE and RATTAN MATTRESSES, TEAKWOOD OVERMANTEL WARDROBES, MARBLE-TOP TABLES and WASHSTANDS, VIENNA CHAIRS, CARPETS and RUGS, COOKING STOVES and UTENSILS, &c., &c.

TERMS.—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 30th July, 1904. [1865]

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 8th day of AUGUST, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Ho Mun Tin, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

NOTICE.

WE have Authorised Mr. CARL KOCH

to Sign the name of our Firm as from this date.

LAMKE & ROGGE.

Hongkong, 1st August, 1904. [1876]

PARTICULARS OF THE LOT.

No. of Site Register No. Locality Measurements. Contents in S. E. W. Amount Rent. Upset Price.

1. Kowloon Island Lot No. 1167 Kowloon, Hongkong, 1st Aug. 1904. 160 220' 3" 327 475 73,650 672 21,924

INTIMATIONS

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL TO-NIGHT, the 2nd AUGUST, at 8.30 for 9 P.M. precisely. Visiting Brothers are cordially invited to attend.

Hongkong, 2nd July, 1904. [1839]

SITUATION WANTED.

A YOUNG and WELL-EDUCATED PORTUGUESE with 3 years' experience in Book-Keeping and General Office Work, desire position.

Apply to "LABOUR,"

Care of Daily Press Office.

Hongkong, 29th July, 1904. [1845]

ACCOUNTS.

A N EXPERT BOOKKEEPER, having a spare time, would be pleased to take charge of a set of Books.

Considerable experience in formulating systems of subsidiary accounting.

Able to demonstrate the position of a firm in the most concise manner.

Entangled accounts straightened out.

Accounts Supervised.

Moderate Remuneration.

Apply to "ACCOUNTS,"

Care of Daily Press Office.

Hongkong, 16th July, 1904. [1732]

TONG CHONG WO & CO. No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure HAVANA CIGARS AND CIGARETTES.

INTIMATIONS
JUST ARRIVED.
THE
FAMOUS
CONCERT
APOLLO.

CAN BE SEEN AND TRIED AT

THE

ROBINSON PIANO CO. LTD.

FINGERS
FURNISHED
OR
PERFECT
PIANO
LAYING.

To those who are unable to play the piano in the ordinary way, we offer the

Apollo Piano Player

This wonderful invention is a small, neat cabinet supplied with fingers that play like those of a professional, giving to any one, without instruction, unlimited command of the piano.

We have three different styles in all the various woods which sell for \$450 and up on easy MONTHLY payments.

Fine musical LIBRARY available. Daily recitals.

THE ROBINSON
PIANO CO., LTD.Hongkong, Singapore,
Shanghai.

Hongkong, 27th July, 1904. 1409

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS

AND
GENERAL COMMISSION AGENTS.

SPECIALTY: HUMAN HAIR,

No. 12, Pottinger Street, Hongkong.

Agencies:-

CHEE CHONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LEUNG YEE, F. & Co. Cracker Factory.
Hongkong, 1st June, 1904. 1487

THE JAPAN LAUNDRY COMPANY.

REORGANISATION.

THE above Company have already won great admiration from all their customers, the work being excellently done. A New Scheme has recently been introduced, and the work is done quickly and satisfactorily. Excellent laundrymen have just arrived from Japan. Charges moderate. Special attention is directed to washing and ironing. Orders will be executed promptly. Head Office, No. 23, Caine Road, Branch Office, No. 201, Mongkok Street.

L. NAKAGAKI,
Manager.
Hongkong, 23rd July, 1904. 1788

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on sale daily at Mr. H. RUTONJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash. Hongkong, 22nd December, 1904.

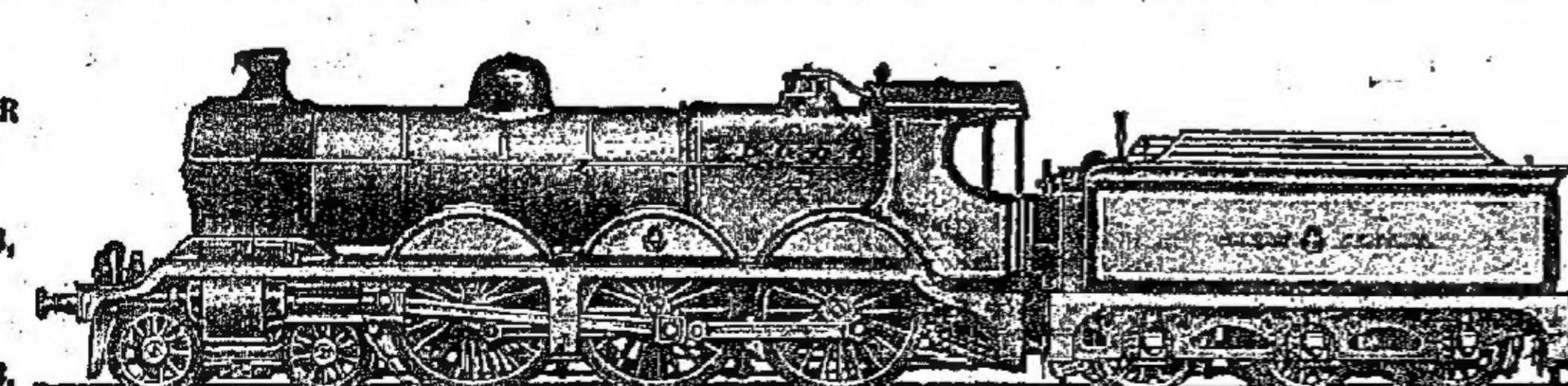
BEYER, PEACOCK & CO., LIMITED.

Gorton Foundry, Manchester.

ESTABLISHED IN 1854.

LOCOMOTIVE ENGINES

ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.
Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR
LIFTING AND SHUNTING.RACK RAIL LOCOMOTIVES,
YARD ENGINES, &c.WHEEL AND OTHER LATHES,
MILLING MACHINES, DRILLS,
PLANERS, SLOTTERS, &c.WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.
STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.
Agents.

Hongkong, 21st April, 1897. 199

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.
Agents for the Phenix Fire Office.

Hongkong, 17th August, 1897. 12

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospects on application.

TURNER & CO.
Agents.

Hongkong, 23rd September, 1903. 267

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AS 31ST DECEMBER, 1903.

216,838,650.

I. AUTHORIZED CAPITAL... \$20,000,000.
SUBSCRIBED CAPITAL... 2,750,000.
PAID-UP CAPITAL... 687,500 0 0

II. FIRE FUNDS... 3,056,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

BEWAN, TOME & CO.
Agents.

Hongkong, 18th June, 1904. 161

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON, INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong, 28th April, 1904. 1121

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at Current Rates.

HOLLAND-CHINA TRADING CO.

Hongkong, 26th November, 1903. 12160

L UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSSSEN & CO.

Hongkong, 1st January, 1904. 105

BOARD AND RESIDENCE.

M R. S. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD.

Hongkong, 18th March, 1904. 178

"TANG YUEN," BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisin and Accommodation.

Apply— MANAGERESS,
Macdonnell Road

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903. 71

BOARD AND RESIDENCE.

M R. S. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD.

Hongkong, 18th March, 1904. 178

BOARD AND RESIDENCE.

M R. S. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD.

Hongkong, 18th March, 1904. 178

BOARD AND RESIDENCE.

M R. S. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD.

Hongkong, 18th March, 1904. 178

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M R. S. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD.

Hongkong, 18th March, 1904. 178

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M R. S. GILLANDERS

"GLENWOOD,"
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Hongkong, 18th March, 1904. 178

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Hongkong, 18th March, 1904. 178

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Hongkong, 18th March, 1904. 178

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Hongkong, 18th March, 1904. 178

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Hongkong, 18th March, 1904. 178

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Hongkong, 18th March, 1904. 178

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Hongkong, 18th March, 1904. 178

BOARD AND RESIDENCE.

M R. S. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD.

Hongkong, 18th March, 1904. 178

BOARD AND RESIDENCE.

SHIPPING.

ARRIVALS.
C. FERD. LAKISZ, German str., 5,874, C. von Hoff, 1st August.—Kielung 30th July, General—Hamburg-Amerika Linie.
LAISANG, British str., 2,224, Tadd, 1st August.—Calcutta via Straits 16th July, General—Jardine, Matheson & Co.
MAZALLANES, Amer. str., 832, Adolfo Yrezabal, 31st July.—Manila 28th July, Lumber—Order.
RUBI, British str., 1,611, R. W. Almond, 1st August.—Manila 28th July, General—Shewan, Tomes & Co.
WHAMPA, British str., 1,169, Partridge, 1st August.—Shanghai 24th July, General—Butterfield & Swire.
YUENSANG, British str., 1,183, T. M. Meyrick, 1st August.—Manila 26th July, General—Jardine, Matheson & Co.

DEPARTURES.

1st August.
DU, Portuguese gunboat, for Macao.
HANOI, French str., for Haiphong.
KWANGLI, Chinese str., for Canton.
LYEEMOON, German str., for Shanghai.
VESSELS IN DOCK.
1st August.
ABERDEEN DOCKS.—
KOWLOON DOCKS.—U. S. S. Pathfinder, Shanghai, Medina, Dr. H. J. Kier, Envoy, H.M.S. Leviathan.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship
"THALES".
Captain Robson, will be despatched for the above ports TO-DAY, the 2nd August, at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAK & CO., General Managers.
Hongkong, 30th July, 1904. [1867]

FOR MANILA.

THE American Steamship
"LEGAZPI".
Captain D. Yribar, will be despatched as above TO-DAY, the 2nd August.
This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
BARTERITTO & CO., Agents.
Hongkong, 28th July, 1904. [1842]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"GREGORY APCAR".
Captain J. G. Olifent, will be despatched for the above ports TO-MORROW, the 3rd August, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LTD., Agents.
Hongkong, 29th July, 1904. [1819]

"BEN" LINE OF STEAMERS.
FOR MARSEILLES, LONDON AND ANTWERP.
THE Steamship
"BENLARIG".

Captain Wallace, will be despatched as above or about the 4th August.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 22nd July, 1904. [1793]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI".
Captain Balsito, will be despatched as above on THURSDAY, the 11th August, at Noon.
At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.

Hongkong, 28th July, 1904. [14]

FASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE".

Captain Helms, will be despatched for the above ports on WEDNESDAY, the 17th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewarless and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th July, 1904. [1826]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"EPSOM".

Captain J. White, will be despatched for the above port on THURSDAY, the 23rd August.

For Freight, apply to
SLEWAN, TOMES & CO., General Agents.

Hongkong, 25th July, 1904. [1630]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AMSTERDAM & ANTWERP	KEEMUN	Brit. str.	C. J. Benton	BUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SOOCORA	Brit. str.	F. J. Summers	P. & O. S. N. Co.	About 5th inst.
LONDON, &c., VIA PORTS OF CALL	SIMLA	Brit. str.		P. & O. S. N. Co.	13th inst., at Noon
LONDON, AMSTERDAM & ANTWERP	MOTUNE	Brit. str.		BUTTERFIELD & SWIRE	16th inst.
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit. str.		BUTTERFIELD & SWIRE	30th inst.
MARSEILLES, LONDON & ANTWERP	GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	15th Sept.
MARSEILLES &c., VIA PORTS OF CALL	BENARIO	Brit. str.	Wallace	GIBS, LIVINGSTON & CO.	About 9th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	OCEANIES	Dan. str.	Oliver	MESSAGERIES MARITIMES	9th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	VALDEMAR	Ger. str.	Koek	MELCHERS & CO.	Quick despatch.
HAMBURG & AMERIKALINIE	P. R. LUITPOLD	Ger. str.	H. Kirchner	MELCHERS & CO.	To-morrow, Noon.
HAMBURG & AMERIKALINIE	C. FERD. LAISZ	Ger. str.	von Hoff	To-day.	
BADENIA	RODRON	Ger. str.		HAMBURG & AMERIKALINIE	15th inst.
SPESIA	MILSTAFF	Ger. str.		HAMBURG & AMERIKALINIE	27th inst.
ANDALUSIA	Filler	Ger. str.		HAMBURG & AMERIKALINIE	6th Sept.
SAMIA	LUNING	Ger. str.		HAMBURG & AMERIKALINIE	20th Sept.
SCANDIA	Behrens	Ger. str.		HAMBURG & AMERIKALINIE	4th Oct.
SARPEON	BUTTERFIELD & SWIRE	Brit. str.		HAMBURG & AMERIKALINIE	20th inst.
BEDOUIN	DODWELL & CO., LTD.	Brit. str.	J. White	HAMBURG & AMERIKALINIE	About 10th inst.
HUBRON	STANDARD OIL CO.	Brit. str.		HAMBURG & AMERIKALINIE	25th inst.
E. OF CHINA	CANADIAN PACIFIC R. CO.	Brit. str.		HAMBURG & AMERIKALINIE	About 16th Sept.
TATAR	CANADIAN PACIFIC R. CO.	Brit. str.		HAMBURG & AMERIKALINIE	To-morrow.
HADES	DODWELL & CO., LIMITED	Brit. str.		HAMBURG & AMERIKALINIE	16th inst.
MACHAO	BUTTERFIELD & SWIRE	Brit. str.		HAMBURG & AMERIKALINIE	9th inst.
ARABIA	PORTLAND & ASIATIC CO.	Brit. str.	Bahle	HAMBURG & AMERIKALINIE	13th inst.
EMPIRE	GIBS, LIVINGSTON & CO.	Brit. str.	Helms	HAMBURG & AMERIKALINIE	17th inst., at Noon.
SHANGHAI	BUTTERFIELD & SWIRE	Brit. str.		HAMBURG & AMERIKALINIE	6th inst.
FOOCHOW, VIA SWATOW & AMOY	C. M. MONTFORD	Jap. str.	G. M. Montford	HAMBURG & AMERIKALINIE	About 11th inst.
TAMSUI, VIA SWATOW & AMOY	OSAKA SHOSEN KAISHA	Jap. str.	A. Hansen	HAMBURG & AMERIKALINIE	7th inst., 10 A.M.
ANPING, VIA SWATOW & AMOY	OSAKA SHOSEN KAISHA	Jap. str.	T. Brandt	HAMBURG & AMERIKALINIE	10th inst., 10 A.M.
SWATOW, AMOY & FOOCHOW	D. DOUGLAS LAPRAK & CO.	Jap. str.	H. Kraft	HAMBURG & AMERIKALINIE	To-morrow, at 11 A.M.
SWATOW, CHEFOO & TIENSIN	D. DOUGLAS LAPRAK & CO.	Jap. str.	Robson	HAMBURG & AMERIKALINIE	5th inst., 11 A.M.
MANILA	BUTTERFIELD & SWIRE	Jap. str.	Roach	HAMBURG & AMERIKALINIE	5th inst.
LEGAZPI	D. Yribar	Jap. str.		HAMBURG & AMERIKALINIE	To-day.
MANILA DIRECT	BABETTO & CO.	Jap. str.		HAMBURG & AMERIKALINIE	To-morrow.
MANILA	BUTTERFIELD & SWIRE	Jap. str.		HAMBURG & AMERIKALINIE	6th inst., 10 A.M.
TEAL	R. W. ALMOND	Jap. str.		HAMBURG & AMERIKALINIE	13th inst., 10 A.M.
ZAFIRO	R. RODGER	Jap. str.		HAMBURG & AMERIKALINIE	About 12th inst.
SHAWMUT	R. W. M. SMITH	Jap. str.		HAMBURG & AMERIKALINIE	5th inst.
SUNGKHAENG	G. APCAR	Jap. str.	J. G. Olifent	HAMBURG & AMERIKALINIE	To-morrow, 3 P.M.
CAPRI	Belsito	Jap. str.		HAMBURG & AMERIKALINIE	11th inst., at Noon.



OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

STEAMERS LEAVING

FOOCHOW, VIA SWATOW { "TRIUMPH" } WEDNESDAY, 3rd

AND AMOY { A. HANNEN } Aug., at 10 A.M.

TAMSUI, VIA SWATOW { "M. STEUVE" } SUNDAY, 7th Aug.,

AND AMOY { T. BRANDT } at 10 A.M.

ANPING, VIA SWATOW { "TRITOS" } WEDNESDAY, 10th

AND AMOY { H. KRAFT } Aug., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been engaged instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Offices at No. 8 Des Vaux Road Central, Hongkong, 28th July, 1904.

T. ARIMA, Manager

[15]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

"ARABIA" 4,483 Bahle August 13th, 1904.

"AFAGONIA" 5,198 Schmidt September 14th, 1904.

"NUMANTIA" 4,370 October 16th, 1904.

"NUMIDIA" 4,370 Wagner October 23rd, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 20th July, 1904. [13]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL EMAKES

LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES { SOCOTRA } About 5th

MARSEILLES } August } Freight only.

SHANGHAI { COROMANDEL } About 11th } Freight and Passage.

LONDON, &c. { SIMLA } Noon, 13th } See Special Advertisement.

For further particulars, apply to

E. A. BEWETT, Superintendent.

Hongkong, 30th July, 1904. [1]

HAMBURG-AMERIKALINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATE.

C. FERD. LAISZ & HAVRE and HAMBURG { On 2nd Aug. Freight } CAPT. von Hoff

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.
OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"MACHAON".....	On 8th August.
GLASGOW and LIVERPOOL...	"GLAUCUS".....	On 12th August.
GLASGOW and LIVERPOOL...	"IDOMENEUS".....	On 19th August.
GLASGOW and LIVERPOOL...	"TYDEUS".....	On 26th August.
GLASGOW and LIVERPOOL...	"ANTENOR".....	On 2nd September.
GLASGOW and LIVERPOOL...	"TELEMACHUS".....	On 4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
London, AMSTERDAM and ANTWERP...	"KEEMUN".....	On 2nd August.
London, AMSTERDAM and ANTWERP...	"MOYUNE".....	On 16th August.
GENOA, MARSEILLES and LIVERPOOL...	"SARPEDON".....	On 20th August.
London, AMSTERDAM and ANTWERP...	"PELEUS".....	On 30th August.
London, AMSTERDAM and ANTWERP...	"GLAUCUS".....	On 15th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"MACHAON".....	On 11th August.
For Freight, apply to—	BUTTERFIELD & SWIRE, AGENTS.	[10.11]

Hongkong, 29th July, 1904.

CHINA NAVIGATION CO. LIMITED.

STEAMERS	TO SAIL
MANILA.....	"TEAN".....
SWATOW, CHEFOO and TIENSIN ...	"CHIHLI".....
CEBU and ILOILO ...	"SUNGKUANG".....
SHANGHAI	"WHAMPOA".....
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.	

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

[12]

NATAI LINE OF STEAMERS.	
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STATE NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every Friday.	For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.	Hongkong, 4th August, 1897.
NOTICE ON SALE.	
IMPERIAL QUATO ENGLISH AND CHINESE DICTIONARY. WITH THE FONTS AND MANDARIN PRONUNCIATION.	
For comprehensive and practical service this work stands unrivaled. All the new words which the Chinese have of late years been compelled to use to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in <i>extenso</i> . Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Fonsi pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.	
To illustrate the vast scope of the work the following facts are submitted for consideration— Chalmers' Vocabulary contains about 16,000 Chinese characters, and Modhurst's English and Chinese Dictionary about 100,000 whilst this work contains more than 50,000 English words and upwards of 60,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.	
For practical purposes the arrangement of the work is so complete that a reference to it, page enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To those resident in England and interested in China it cannot but be invaluable occasionally. It comprises upwards of two thousand large pages.	
4 Vols. IMPERIAL QUARTO, Price \$20. A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.	
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MESSAGERIES CANTONNAISES.	
J. TREVOUX & CO.	HONGKONG-CANTON NIGHTLY SERVICE.
THE Commercial Steamer "PAUL BEAU."	
Captain French, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.	
The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.	

These two magnificent and up-to-date steamers are lighted with Electricity. The Saloon is under European Supervision.

First Class European ... \$8.00
Second Class European ... \$3.00
First Class Chinese ... \$1.50
Second Class Chinese ... 80
Deck ... 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to
J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central, Hongkong, 23rd March, 1904.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"AJAX."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 2nd prox.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th July, 1904.

[10.11]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA."

Captain Filler, having arrived from the above ports, Consignee of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongseide.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-day, the 27th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 27th July, 1904.

[10.11]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 4th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th July, 1904.

[10.11]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamer

"NUINA."

FROM ANTWERP, LONDON, PORT SAIGON, SUEZ, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 4th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th July, 1904.

[10.11]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamer

"TAN."

FROM ANTWERP, LONDON, PORT SAIGON, SUEZ, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 4th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th July, 1904.

[10.11]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamer

"TAN."

FROM ANTWERP, LONDON, PORT SAIGON, SUEZ, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 4th prox., will be subject to rent.

